

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 28, 2017 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

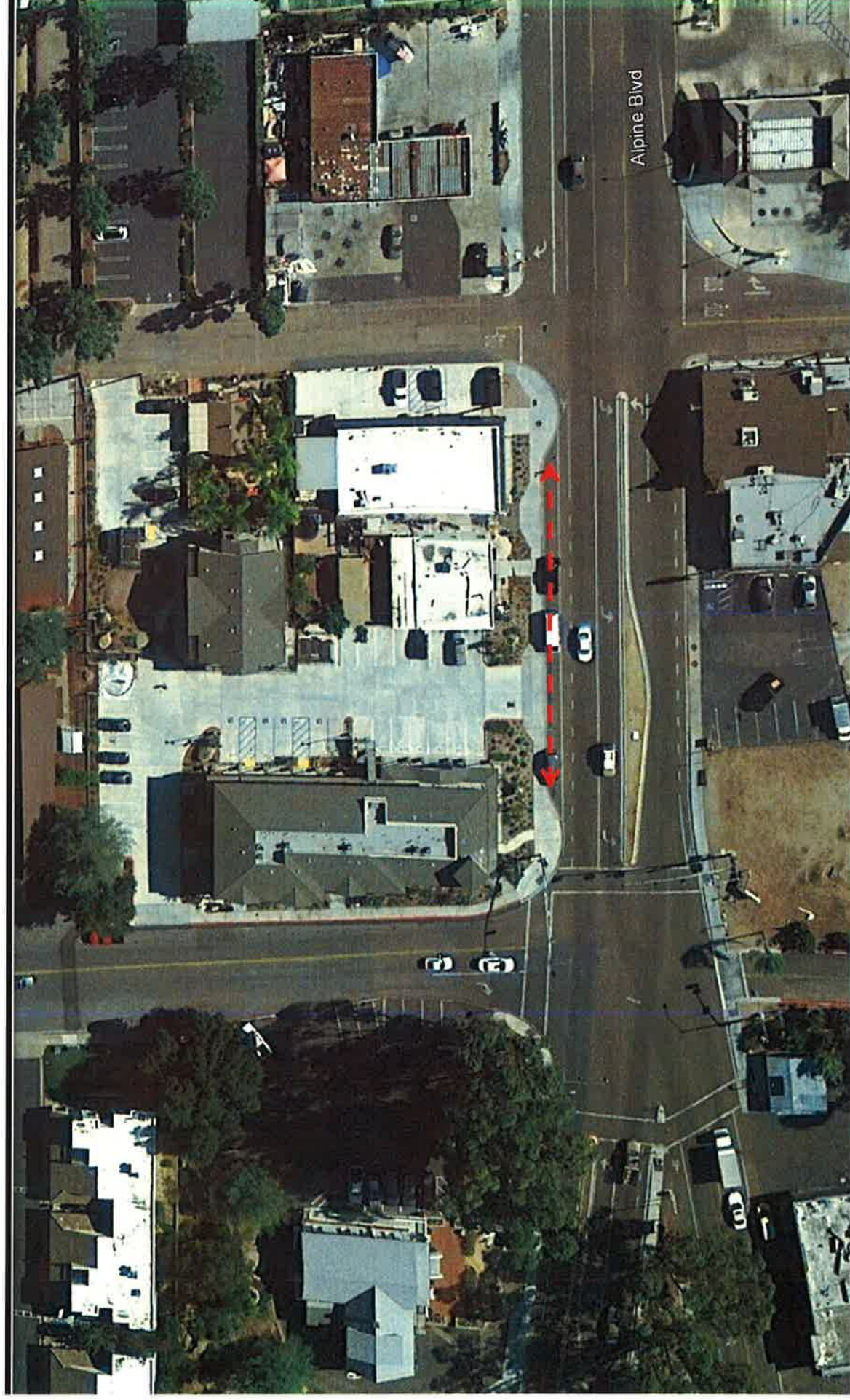
AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. TIME LIMIT PARKING	ALPINE BOULEVARD	ALPINE	ALPINE
2-B. RADAR RECERTIFICATION	HILLSDALE RD	EL CAJON	N/A
2-C. RADAR RECERTIFICATION	HILLSDALE RD	EL CAJON	N/A
<u>SUPERVISORIAL DISTRICT 3</u>			
3-A. ALL-WAY STOP CONTROL	DEER RIDGE ROAD AT CAM SAN BERNARDO	4S RANCH	SAN DIEGUITO
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. ALL-WAY STOP CONTROL	OLEANDER AVENUE AT MIMOSA AVE	VISTA	N/A
5-B. ALL-WAY STOP CONTROL	LOMAS SANTA FE RD AT SUN VALLEY RD	LOMAS SANTA FE	SAN DIEGUITO

2-A. Time Limit Parking

Alpine Boulevard north side from 190 feet east of
West Victoria Drive westerly 50 feet



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Time Limit Parking

LOCATION: Alpine Boulevard north side from 190 feet east of West Victoria Drive westerly 50 feet. ALPINE (Thos. Bros. 1234 B-6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Time Limit Parking

PROBLEM AS STATED BY REQUESTER:

Limited parking spaces make it difficult for customers to park. Please review the proposed time limit parking conditions, to provide 50 feet of available parking area for nearby businesses.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane roadway, with a short, widened portion measuring 150 feet east of West Victoria Drive on the north side of Alpine Boulevard. This portion includes two driveways that access the fronting businesses.

Alpine Community Planning Group

P.O. Box 1419, Alpine, CA 91903-1419

Notice of Regular Meeting | Final Agenda

Thursday, July 23, 2015 at 6:00pm

Alpine Community Center | 1830 Alpine Boulevard, Alpine, CA 91901

Archived Agendas & Minutes – <http://www.sdcounty.ca.gov/pds/Groups/Alpine.html>

County Planning & Sponsor Groups – <http://www.sdcounty.ca.gov/pds/CommunityGroups.html>

Group Member Email List-Serve
*membership in this email list-serve
is optional for group members
acpg-members@googlegroups.com

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Jim Easterling
Vice Chairman
alpiim@cox.net

Leslie Perricone
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John Whalen
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- A. Call to Order**
- B. Invocation / Pledge of Allegiance**
- C. Roll Call of Members**
- D. Approval of Minutes / Correspondence / Announcements**
 - 1. Approval of Minutes
 - i June 25, 2015 Meeting Minutes
 - 2. **ACPG Statement:** The Alpine Community Planning Group was formed for the purpose of advising and assisting the Director of Planning, the Zoning Administrator, the Planning Commission and the Board of Supervisors in the preparation, amendment and implementation of community and sub-regional plans. The Alpine Community Planning Group is an advisory body only.
- E. Open Discussion:** Opportunity for members of the public to speak to the ACPG on any subject matter within the ACPG's jurisdiction that is not on the posted agenda.
- F. Prioritization of this Meeting's Agenda Items**
- G. Organized / Special Presentations**
 - 1. The owner of a 9.479 acre property on the 12500 block of Illahee Drive, Alpine, CA (APN – 523-112-48-00) has applied for discretionary permit for agricultural clearing on their property (PDS2015-AD-15-020). The group will make a recommendation to the County. **Presentation, Discussion, & Action.**
 - 2. The owner of Blue Star Market, Inc. has applied for a discretionary permit for an Alcoholic Beverage License Application – ABC license type 20, beer and wine, off sale – for the property located at 2232 Alpine Blvd, Alpine CA (PDS2015 – ABC – 15-004) The group will be making a recommendation to the County regarding a determination of public convenience or necessity. **Presentation, Discussion, & Action.**
 - 3. The owner of the property at 2218 Alpine Blvd., Alpine, CA has requested that the group make a recommendation to the County Traffic Advisory Committee for a time limit parking ordinance for parking spots on Alpine Blvd. in front of their building. **Presentation, Discussion, & Action.**
- H. Group Business:**
 - 1. Subcommittee Chairs to submit list of subcommittee members for approval. **Discussion & Action.**
- I. Consent Calendar**
- J. Subcommittee Reports (including Alpine Design Review Board)**
- K. Officer Reports**
- L. Open Discussion 2 (if necessary)**
- M. Request for Agenda Items for Upcoming Agendas**
- N. Approval of Expenses / Expenditures**
- O. Announcement of Meetings:**
 - 1. Alpine Community Planning Group – August 27, 2015
 - 2. ACPG Subcommittees – TBD
 - 3. Planning Commission – August 7th, 2015
 - 4. Board of Supervisors – August 4th & 5th, 2015
- P. Adjournment of Meeting**

Disclaimer Language

Public Disclosure

We strive to protect personally identifiable information by collecting only information necessary to deliver our

Alpine Community Planning Group

P.O. Box 1419, Alpine, CA 91903-1419

REGULAR MEETING MINUTES

Thursday, July 23, 2015 at 6:00pm

1. Meeting was called to order @ 6:00pm
2. Invocation / Pledge of Allegiance
3. Roll Call of Members:

Present:

Glenda Archer
Jennifer Martinez
Richard Saldano

Aaron Dabbs
Mike Milligan
Kipy Thomas

Roger Garay
Tom Myers

Charlie Jerney
Leslie Perricone

Travis Lyon
Lou Russo

Absent (Excused):

George Barnett

Jim Easterling

John Whalen

4. Approval of Minutes / Correspondence / Announcements:

1. Approval of June 25, 2015 minutes: Motion by Travis Lyon, Second by Glenda Archer, 3 absent, 7 ayes, 5 abstains: Dabbs, Garay, Martinez, Milligan, Myers.
2. **ACPG Statement is read aloud:** The Alpine Community Planning Group was formed for the purpose of advising and assisting the Director of Planning, the Zoning Administrator, the Planning Commission and the Board of Supervisors in the preparation, amendment and implementation of community and sub-regional plans. The Alpine Community Planning Group is an advisory body only.
3. **Open Discussion:** Member of the public spoke about concerns about traffic and driveway concerns re; tenant of new Alpine Village project building on Victoria. Travis Lyon stated that ACPG doesn't oversee traffic/building issues. Richard Saldano stated that it is a right turn in only when entered from the west and exit on Victoria.

5. Prioritization of this Meeting's Agenda Items:

1. Travis L. made motion to remove Item G. 1 from agenda as M/M Pickens are not in attendance, Second by Leslie P. Vote by acclamation 12/0.

6. Organized / Special Presentations:

2. Owner of Blue Star Market is applying for Type 20 ABC License- would like to sell beer and wine only as a convenience for his customers. Owner feels this is a necessity in order to help sustain his business. Tom Myers found many discrepancies with applicant's application. Mike Milligan mentioned that the Sheriff didn't oppose the application. This application needs corrections mainly re: the census tract. Lou Russo made motion to table this until next month's meeting when applicant will have time to correct the application, Second by Roger Garay. Roll call vote: 8 Ayes, 4 No's : Ayes: A. Dabbs, R. Garay, C. Jerney, J. Martinez, M. Milligan, L. Russo, R. Saldano, K. Thomas. No's: G. Archer, T. Lyon, T. Myers, L. Perricone, Motion passes 8/4.
3. ACPG will make recommendation to the County Traffic Advisory Council Committee (Kenton Jones) that a Time Limit Parking ordinance be considered for the approximately 100 feet of curb on the north side of Alpine Blvd from 2218 Alpine Blvd west towards Victoria Dr. The proposed time limit would be for a 1 hour parking from 10:00am-6:00pm, except Sundays and Holidays. Travis will email the specific area to County.
Tom Myers made motion to make recommendation, Second by Mike Milligan, Vote by acclamation 12/0.

4. Group Business:

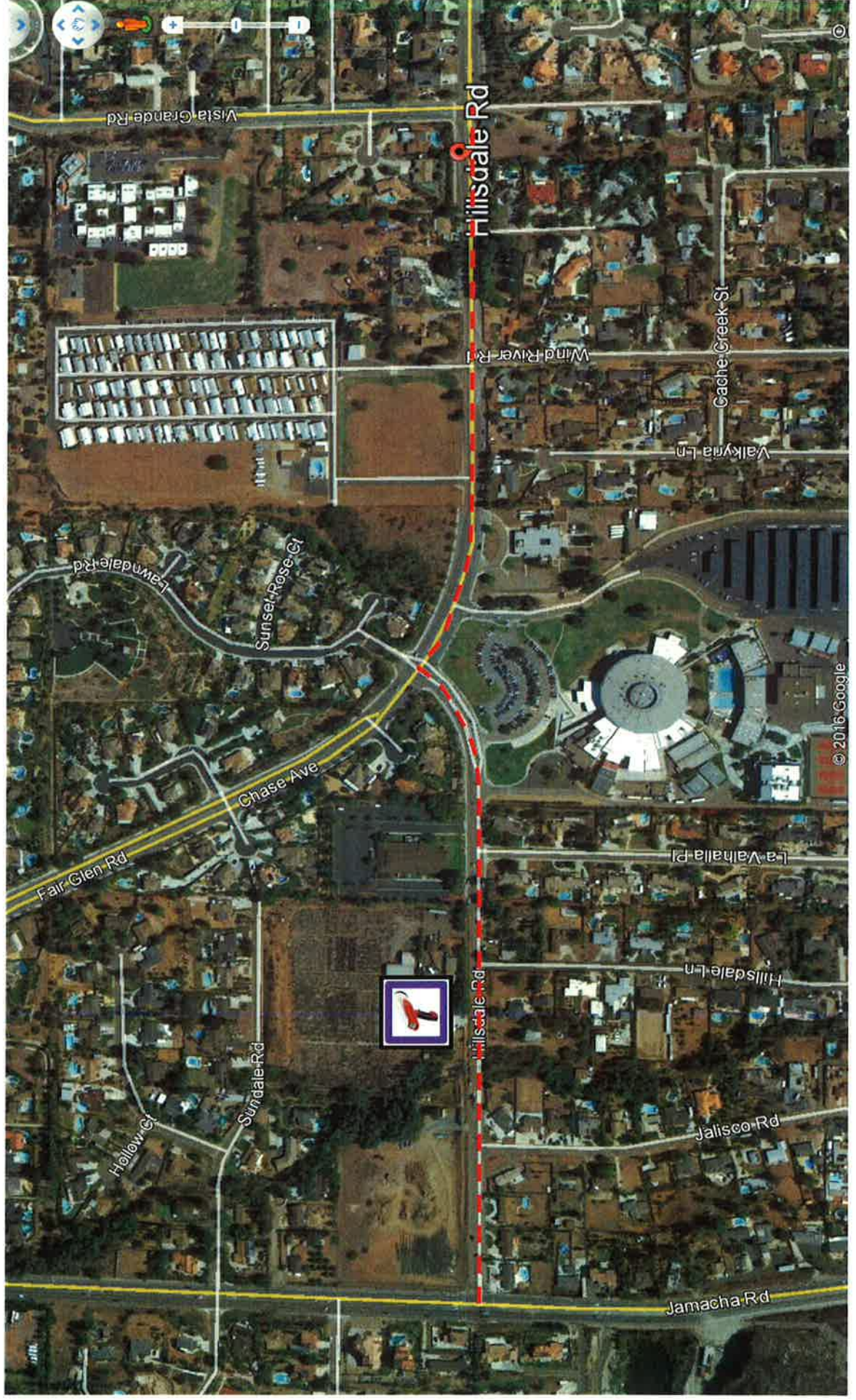
Subcommittee Members: None

5. Consent Calendar: Nothing to discuss

6. **Subcommittee Reports:** Alpine Design Review had a meeting. Owner of project on Victoria (Mr. Garmo) was present and gave artist rendering of the project from his Architect. 80% is done from what ACPG approved. ADR made recommendation to the County to approve modifications. ADR had a split vote.
Private Actions: Richard Saldano reports that per Michael Johnson from the County, Mr. Garmo needs to comply with the entitlement document as he has changed more than the 10% threshold.
Public Policy (Safety): Nothing to report
Parks and Recreation: Nothing to report
Circulation: Travis has requested a meeting with Michael Long from the County re: sidewalks and to discuss the second phase of Alpine street improvements.

2-B. Radar Recertification

Hillsdale Road, from Jamacha Road (SR-54) easterly to Vista Grande Road (a distance of 0.67 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Hillsdale Road from Jamacha Road (SR-54) easterly to Vista Grande Road (a distance of 0.67 miles) EL CAJON (Thos. Bros. 1272 B-3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Hillsdale Road is a striped two-lane Through Highway that varies from 39 feet to 54 feet in width. There is a two-way left-turn lane separating both directions of travel between La Valhalla Place easterly to Wind River Road. There are bike lanes on both sides of the roadway. The road is classified as a Light Collector/Major Road on the Mobility Element Map. The road is posted 40 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>1/17</u>	<u>7/10</u>
Hillsdale Road: @ Wind River Road E/o Jalisco Road	5,235	8,720

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hillsdale Road: 120' E/o Jalisco Road (2017)	47 MPH	38-47	77%
(2010)	45.7 MPH	35-44	67.5%

Collision Data

There have been 28 reported collisions, 7 of which involved injury along this segment of roadway in the last five years two month period (01/01/12 to 2-28-17).

Spot Speed Study

Prepared by: National Data & Surveying Services

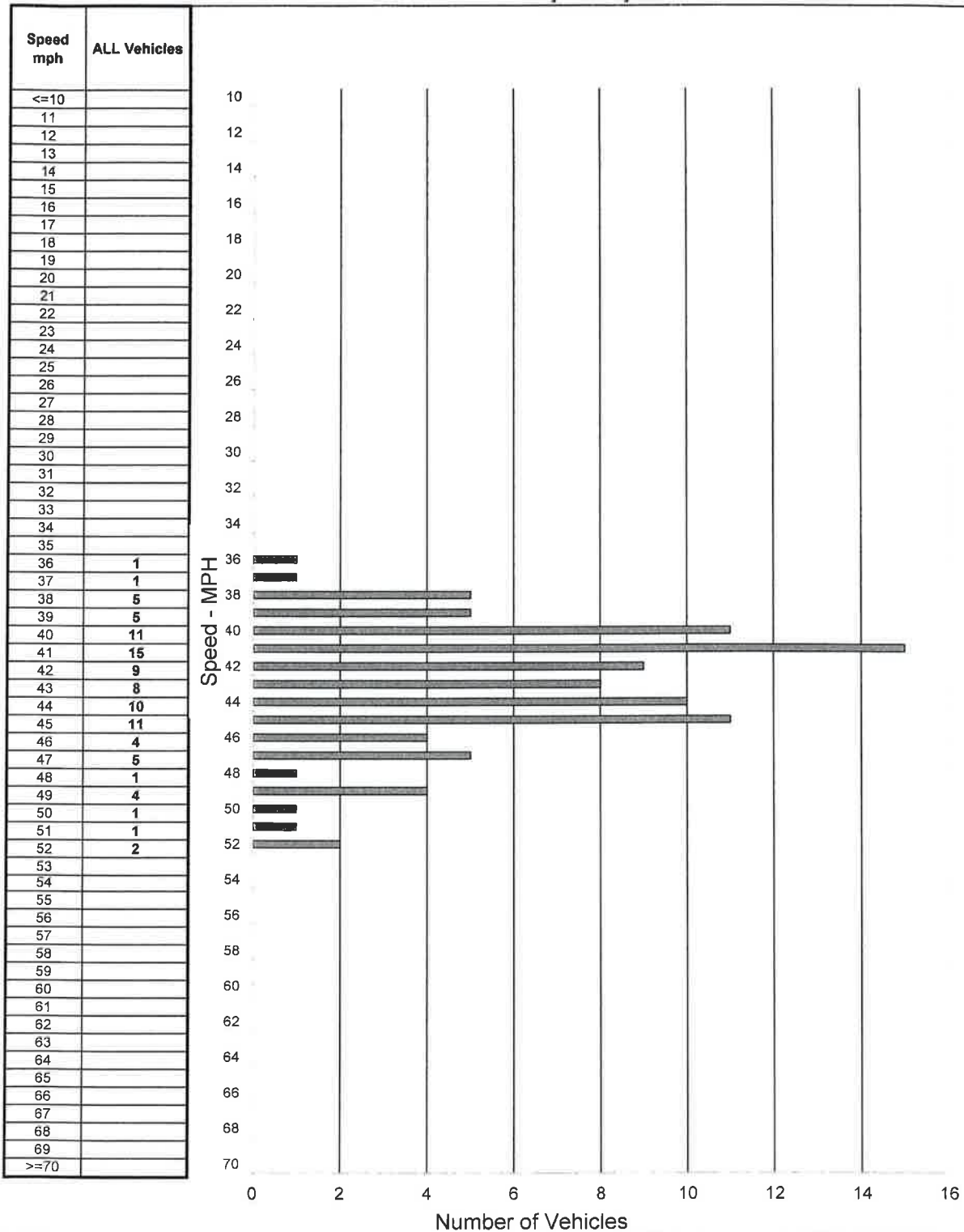
City of El Cajon

DATE: 1/10/2017
TIME: 09:00-11:00

Location: Hillsdale Rd & Donahue Dr
Posted Speed: 45 MPH

Project #: 17-4003-002

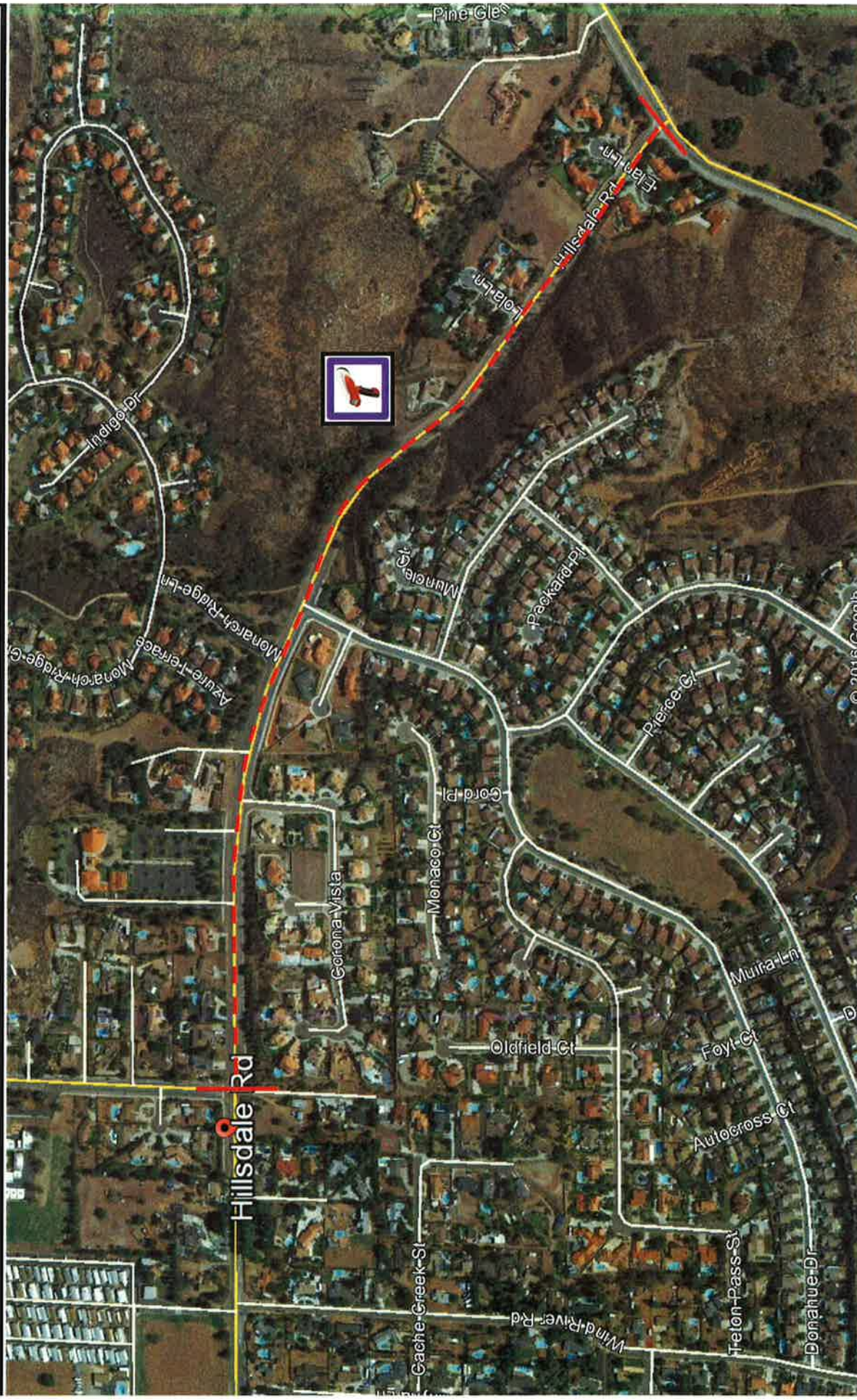
Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	94	36 - 52	42 mph	46 mph	38 - 47	83	88%	2% / 2	10% / 9

2-C. Radar Recertification

Hillsdale Road, from Vista Grande Road easterly to Willow Glen Drive (a distance of 0.80 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Hillsdale Road from Vista Grande Road easterly to Willow Glen Drive (a distance of 0.8 miles) EL CAJON (Thos. Bros. 1272 D-3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Hillsdale Road is a striped two-lane Through Highway that varies from 41 feet to 73 feet in width. There is a two-way left-turn lane separating both directions of travel from Vista Grande Road easterly to Donahue Drive. There are bike lanes on both sides of the roadway. The road is classified as a Collector Road on the Mobility Element Map. The road is posted 45 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>1/17</u>	<u>4/08</u>
Hillsdale Road:		
W/o Donahue Rd	6,130	5,770

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hillsdale Road:				
@ Donahue Drive	(2017)	46 MPH	38-47	88%
	(2010)	46.9 MPH	38-47	68.6%

Collision Data

There have been ten reported collisions, six of which involved injury along this segment of roadway in the last five years (01/01/12 to 2-28-17).

Spot Speed Study

Prepared by: National Data & Surveying Services

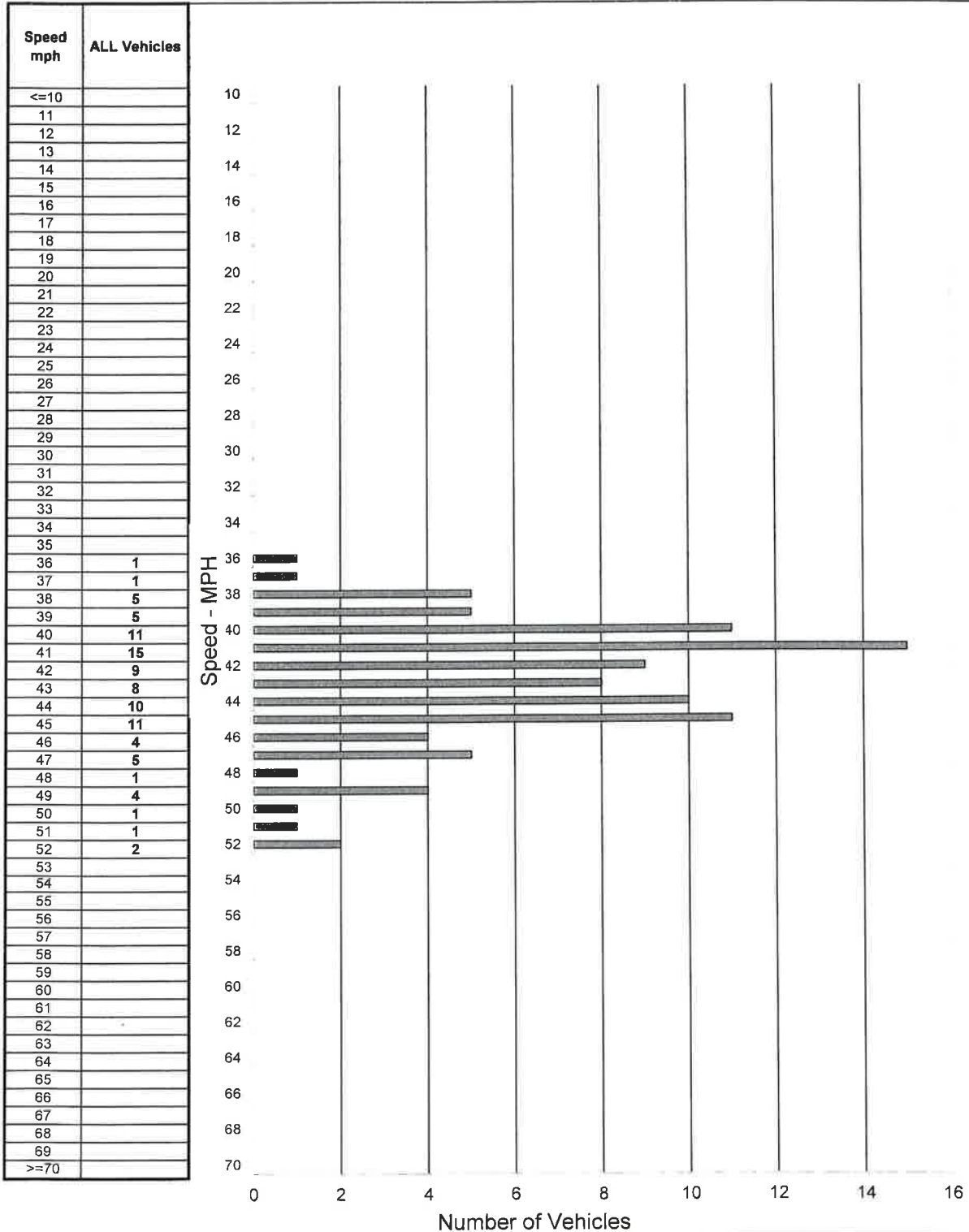
City of El Cajon

DATE: 1/10/2017
TIME: 09:00-11:00

Location: Hillsdale Rd & Donahue Dr
Posted Speed: 45 MPH

Project #: 17-4003-002

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	94	36 - 52	42 mph	46 mph	38 - 47	83	88%	2% / 2	10% / 9

3-A. All-Way Stop Control

Deer Ridge Road at Camino San Bernardo 4S Ranch



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Intersection Control

LOCATION: Deer Ridge Road and Camino San Bernardo, 4S Ranch (Thos. Bros. 1169 E-4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Intersection Control

PROBLEM AS STATED BY REQUESTER:

This four-legged intersection has similar entering volumes on all legs. Preliminary reviews indicate additional regulatory intersection controls may be appropriate.

Existing Traffic Devices

Deer Ridge Road is a striped two-lane roadway that measures 38 feet wide. Both legs are stop controlled with limit lines and pavement legends in place. The road is posted 25 MPH on the southern leg and unposted on the northern leg. (NOTE: This roadway is unclassified on County General Plan Mobility Element Network)

Camino San Bernardo is a striped four-lane roadway that measures 80 feet wide. The road is posted 45 MPH Radar Enforced (NOTE: This roadway is classified as a Major Road on the County General Plan Mobility Element Network.)

Average Daily Traffic Volumes 10/13

Deer Ridge Road:	
S/o Camino San Bernardo	780 NB
N/o Camino San Bernardo	670 SB
Camino San Bernardo:	
E/o Deer Ridge Road	1,270 WB
W/o Deer Ridge Road	720 EB

Collision Data

There have been four reported collisions at this intersection, two involving injury, in the last five year 2 month period (01-01-12 to 2-28-17).



County of San Diego

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcountry.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 22, 2017

Item Title: All-Way Stop Control

Location: Intersection of Camino San Bernardo and Deer Ridge Road

CTE Recommendation: Install an All-Way Stop Control and continental crosswalk

Conditions:

A handwritten signature in black ink, appearing to be "JAO", is written over the "CTE Recommendation" line.

- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides guidance and option criteria that should and may be considered in an engineering study when evaluating an intersection for an all-way stop Control.
- The first guidance noted in Section 2B.07 for considering an all-way stop control at an intersection is where a traffic control signal is justified an all-way stop control can be implemented as an interim measure to control traffic.
- Also option B noted in Section 2B.07 for considering an all-way stop control at an intersection is where there is an need to control vehicle and pedestrian conflicts near locations that generate high pedestrian volumes such as schools.
- On August 20, 2016, the County Board of Supervisor approved staff recommendation to install a traffic control signal at the subject intersection and place the traffic signal on the County's priority signal list for future funding consideration.
- County staff has implemented several traffic control devices to warn drivers of the uncontrolled marked crosswalk on Camino San Bernardo at Deer Ridge Road intersection. (i.e. Rectangular Rapid

Flashing Beacon, in-pavement light, crosswalk signing and marking, and striping to calm approaching traffic).

- Residents and school parents continue to raised concerns regarding the safety and potential conflict between vehicles and school children utilizing the subject uncontrolled marked crosswalk on Camino San Bernardo at Deer Ridge Road intersection.
- An all-way stop control at the intersection of Camino San Bernardo and Deer Ridge Road is recommended to minimize the potential vehicular and pedestrian conflict and enhance the safety and walkability of school children in the area.
- Furthermore, an All-Way Stop Control at the subject intersection is recommended because a traffic signal is warranted and an all-way stop will be an interim measure to control traffic while funding for the signal is being pursued.

ALL-WAY STOP CONTROL PER CA MUTCD SECTION 2B.07

Intersection: Camino San Bernardo and Deer Ridge Road

Speed on Major: 45 mph

Guidance A
(Satisfied) *Where traffic control signals are justified and all-way stop is interim measure*

Guidance B
(NOT Satisfied) *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation*

Guidance C1
(Satisfied) *Minimum volumes entering intersection from major street on both approaches average at least 300 vph for any 8 hours of an average day **and** ;*

Guidance C2
(NOT Satisfied) *The combined veh., ped, and bike volume entering the intersection from minor street on both approaches average at least 200 units/hr for the same 8 hour period, with an average veh. delay to minor street of at least 30 sec/veh during the highest hour; **but***

Guidance C3
(NOT Satisfied) *Use 70% of the values provided in C1 & C2 if the 85th% approach speed on the major street exceed of 40 mph*

Guidance D
(NOT Satisfied) *Where no single criterion is satisfied, but where criteria B, C1, and C2 are all satisfied to 80% of the minimum values. Criterion C3 is excluded from this condition.*

Approach Lanes	Starting Hour							
	700	800	900	1400	1500	1600	1700	1800
Total Approaches on Major Street (vph)	414	807	431	426	796	466	562	614
Total Approaches on Minor Street (units/hr)	75	183	118	66	139	70	76	58
100% Satisfied	(Major \geq 300 vph & Minor \geq 200 units/hr)				Yes	No (X)		
70% Satisfied	(Major \geq 210 vph & Minor \geq 140 units/hr)				Yes	No (X)		

Option A
(NOT Satisfied) *Need to control left-turn conflict*

Option B
(Satisfied) *Need to control veh/ped conflicts near high ped generators*

Option C
(NOT Satisfied) *Lack of Corner Sight Distance*

Option D
(NOT Satisfied) *Intersection of two Residential Collectors (through) streets of similar design and operational Characteristics to improve traffic flow*

5-A. All-Way Stop Control

Oleander Avenue at Mimosa Avenue

Vista



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop

LOCATION: Oleander Avenue @ Mimosa Avenue VISTA (Thos. Bros. 1108 B-5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection and Crosswalk Review

PROBLEM AS STATED BY REQUESTER:

Joli Ann Leichtag Elementary School Principal and San Marcos Unified School District director raised concerns at the intersection of Oleander Avenue and Mimosa Ave due to vehicular control on Oleander Avenue and their approach speeds.

Existing Traffic Devices

Oleander Avenue is a striped two-lane roadway that intersects Mimosa Avenue, runs east/west and measures 20 feet wide. It is located within a School Zone and has an existing marked yellow crosswalk, school related pavement legends approaching the intersection. This roadway is unclassified on the County General Plan Mobility Element Network.

Mimosa Avenue is a striped two-lane roadway that intersects Oleander Avenue. It measures 30 feet wide, is stop controlled and has a crosswalk in the north/south direction at the intersection on the west side. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

11/16

Oleander Avenue	3,120 EB 3,310 WB
Mimosa Avenue	250 NB 630 SB

Collisions

There have been two reported collisions at this intersection in the last 5 year 2 month period, 1-1-12 to 2-28-17, both involved injury.



County of San Diego

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(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcountry.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 21, 2017

Item Title: All-Way Stop Control

Location: Intersection of Oleander Avenue and Mimosa Avenue

CTE Recommendation: Install an All-Way Stop Control and continental crosswalk

Conditions:

A handwritten signature in black ink, appearing to be "JW", located to the right of the CTE Recommendation text.

- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection for an all-way stop Control.
- Option B of this section includes the need to control vehicle and pedestrian conflicts near locations that generate high pedestrian volumes such as elementary schools.
- Joli Ann Leichtag Elementary School principal and San Marcos Unified School District director raised concerns regarding school children crossing at the intersection of Oleander Avenue and Mimosa Avenue due to lack of vehicular control on Olander Avenue and their approach speed.
- An all-way stop control at the intersection of Oleander Avenue and Mimosa Avenue is recommended to minimize the potential vehicular and pedestrian conflict and enhance the safety and walkability of Joli Ann Leichtag Elementary school children in the area.
- Continental yellow crosswalks will be installed part of the all-way stop at this intersection to enhance pedestrian and Joli Ann Leichtag school children safety and walkability.

ALL-WAY STOP CONTROL PER CA MUTCD SECTION 2B.07

Intersection:

Oleander and Mimosa

Speed on Major: 35 mph

Guidance A
(NOT Satisfied)

Where traffic control signals are justified and all-way stop is interim measure

Guidance B
(NOT Satisfied)

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation

Guidance C1
(Satisfied)

*Minimum volumes entering intersection from major street on both approaches average at least 300 vph for any 8 hours of an average day **and** ;*

Guidance C2
(NOT Satisfied)

*The combined veh., ped, and bike volume entering the intersection from minor street on both approaches average at least 200 units/hr for the same 8 hour period, with an average veh. delay to minor street of at least 30 sec/veh during the highest hour; **but***

Guidance C3
(NOT Satisfied)

Use 70% of the values provided in C1 & C2 if the 85th% approach speed on the major street exceed of 40 mph

Guidance D
(NOT Satisfied)

Where no single criterion is satisfied, but where criteria B, C1, and C2 are all satisfied to 80% of the minimum values. Criterion C3 is excluded from this condition.

Approach Lanes	Starting Hour							
	7:00	8:00	12:00	14:00	15:00	16:00	17:00	18:00
Total Approaches on Major Street (vph)	464	522	301	435	681	735	726	400
Total Approaches on Minor Street (units/hr)	87	80	71	65	80	57	66	42
100% Satisfied	(Major > 300 vph & Minor > 200 units/hr)				Yes	No (X)		
70% Satisfied	(Major > 210 vph & Minor . 140 units/hr)				Yes	No (X)		

Option A
(NOT Satisfied)

Need to control left-turn conflict

Option B
(Satisfied)

Need to control veh/ped conflicts near high ped generators

Option C
(NOT Satisfied)

Lack of Corner Sight Distance

Option D
(NOT Satisfied)

Intersection of two Residential Collectors (through) streets of similar design and operation Characteristics to improve traffic operation

5-B. All-Way Stop Control/Equestrian Crossing

Lomas Santa Fe Drive at Sun Valley Road

Lomas Santa Fe



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop/Trail Crossing

LOCATION: Lomas Santa Fe Drive @ Sun Valley Road LOMAS
SANTA FE (Thos. Bros. 1167 J-7)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop/Trail Crossing review

PROBLEM AS STATED BY REQUESTER:

The County of San Diego Parks and Recreation made a recommendation for a realignment of an existing Trail. The proposed crossing will be at the intersection of Lomas Santa Fe Drive and Sun Valley Road. In order to provide a protected/controlled crossing for the Trail users at the intersection, it is also requested that it become all-way stop controlled.

Existing Traffic Devices

Lomas Santa Fe Drive is a striped two-lane Through Highway that measures 38 feet wide at the intersection. There is edge striping along both sides of the roadway. This roadway is posted 50 MPH Radar Certified and is classified as a Collector on the County General Plan Mobility Element Network.

Sun Valley Road is a striped two-lane Through Highway that measures 30 feet wide where it intersects Lomas Santa Fe Drive. It is stop controlled where it tees into Loma Santa Fe Drive. This roadway is posted 50 MPH Radar Certified and is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

3/17

Lomas Santa Fe Drive	:	5,310 EB 4,890 WB
Sun Valley Road		970 NB

Collisions

There have been no reported collisions at this intersection in the last 5 year 2 month period, 1-1-12 to 2-28-17.